



# THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, SEPTEMBER 15th, 1886.

THE tone of the speech made by the minister of finance on the 4th instant is certainly far from assuring. He takes care to place the financial difficulties of the country fairly before the Senate, and then demands new taxes to balance the budget. If these be not granted, he threatens to diminish the legal par of the currency. This may appear to be a simple remedy, but it can not be unknown to Minister Belisario that it will be a virtual act of repudiation. Suppose this par of exchange were reduced to 24 pence, what would be the result? Every currency payment for remission abroad would suffer a loss of over 11 per cent. unless all existing debts and contracts are expressly excepted. All guarantees of interest and payments on contracts expressed in currency, unless excepted, would suffer a like reduction. If all these be expressly excepted, then where is the Treasury to gain in the operation? Evidently the minister is not contemplating exceptions, but is seeking immediate relief for his financial necessities. It is evident that he has not carefully considered all the dangers into which such a step would lead, and we doubt whether he would care to face the indignation and the complications which would arise. Bad as a further issue of paper would be, it would be nothing compared with this alteration of the standard of values. And whatever relief, if any, might be secured for the moment, its ultimate consequences would be disastrous in the extreme. Such a reduction will not affect the foreign debt, nor the gold obligations of the Treasury, but it will diminish still further the value of the currency in which the taxes are paid and thus render necessary a larger sum in this currency to meet these obligations. There are other ways out of the difficulty, and we trust that Minister Belisario will still find the right one.

WHEN the doors of the national sub-treasury at Pernambuco were opened on the morning of the 9th instant, it was found that the safe had been opened and robbed by some persons unknown. The loss amounts to nearly 800,000\$, of which a considerable amount was in coin. There were three doors to pass, with a sentinel at each, but the thieves seem to have accomplished that feat most successfully. And then, to avert suspicion from the employés of the treasury, they very considerably left the false keys—duplicates of those possessed

by the officials—in the locks. Who the thieves are, how they got in and out of the building, and how they obtained exact duplicates of the keys to the safe, no one appears to know. And yet, the robbery was apparently committed sometime between the evening of the 6th and the morning of the 9th, and the thieves got away with their booty—which must have made two or three large parcels—without attracting the slightest attention. The affair seems to have been most cleverly planned, and then carried out neatly and successfully during the two holidays of the 7th and 8th. In fact, so slight a trace remains of the persons who effected the robbery, so accurate was their knowledge of the place and its valuables, and so well were they provided with duplicate keys and all needful facilities for getting in and getting out unobserved, that we very much doubt whether it really was a burglary. It will be remembered that a similar exploit occurred in Porto Alegre just one year ago, and we need not remind our readers that defalcations have been alarmingly frequent of late years. We do not like to say that this Pernambuco burglary is simply a "blind" to cover a defalcation, for that would be a rash conjecture on our part, but until some reasonable proof is shown to the contrary we shall be unable to get rid of some very well-founded doubts as to its being the work of professional burglars.

THE news of this successful "steal" in Pernambuco, taken in connection with the constantly recurring thefts and defalcations in all parts of the empire, ought to arouse the anxious attention of honest men to the character and enforcement of the laws touching such crimes. There is, unhappily, no avoiding the conclusion that crimes of this character are on the increase, the great majority of which go unpunished. The petty defalcations that are reported from all parts of the country are so numerous and frequent that one can not help wondering whether Brazil really has a law to repress and punish the criminals. And as for the larger defalcations, the facility with which the defaulters escape punishment even when caught, compels the belief that the laws of Brazil do not consider thefts, embezzlements and breaches of trust as crimes, but as petty offenses which may be compromised by the parties concerned. Some two or three years ago a large defalcation was detected in the sinking fund department, and the defaulter was caught before he could get away. Instead of prosecuting him as a criminal, the government entered into negotiation with his sureties and friends for the restitution of the amount stolen, and when this was done the thief was promptly set at liberty. A similar crime in the Rio Grande postoffice a year or so ago was settled in precisely the same way, the defaulter being treated by the public as a hero rather than as a criminal. In every case which has come under our notice, the return of the money stolen has been accepted as full satisfaction for the crime committed. In the case of the Banco do Brazil defalcation some two or three years ago, when the defaulter was captured and imprisoned in New York, the sole aim of the bank directors was not to bring him back for prosecution, but to exert pressure on him and his friends to enforce a restoration of the money. Defalcation appears to be no crime against society in which the public have an interest, but an offence against individuals, or corporations, which may be condoned without the intervention of the law. And in cases where restitution is out of the question, as that of the English Bank defalcation now under investigation, the matter is treated more as a civil action between private parties than as a crime

against society. In this case the bank is compelled to prosecute, and its shareholders and managers are treated as interested, and therefore suspected, parties whose testimony can not be accepted. One of the auditors who was present when the defalcation was discovered, who investigated the matter and verified the amount of the loss, is the Barão de S. Francisco, an old merchant of this city, and a gentleman of unblemished character and high social standing. No one would dream of questioning his word, nor of doubting the honesty and purity of his motives, even where his own private interests are concerned. The Barão de S. Francisco, however, happens to be a shareholder in the English Bank, and his testimony is therefore thrown out as interested and suspected. Such a proceeding is simply a travesty of justice, an illogical and unwarranted protection of crime. A court or a jury ought to be able to determine whether a man's testimony is biased by his private interests, or prejudices, and make all due allowance, but no testimony bearing on the case should be excluded. There is probably not a judge nor a jurymen in this city who would question the word of this gentleman, and yet through an ill-considered and mischievous provision of law his important testimony is excluded. And with what result? Simply this:—the laws and the courts conspire to protect the criminal and to shield him from the consequences of his crime. There is no other possible conclusion. The crime was committed and the evidence against this man is conclusive. He does not deny the crime. And yet the whole machinery of justice is used to protect him and to prevent his punishment. After he had disappeared and before his crime was even suspected, his cash box was broken open in order to permit the auditors to verify the cash, and because this was thoughtlessly done without calling in the police the manager of the bank is actually more censured to-day than the defaulter. In view of these instances of condoning crime and protecting criminals, which illustrate common practices all over the country, the question may be asked with all seriousness: Is it not full time for a reform in Brazilian criminal law? As long as defaulters can escape with such impunity, no one is safe. The public treasuries will be sacked and private corporations pillaged. And with such examples of great crimes unpunished before their eyes, the people of Brazil will soon come to feel that honest manual labor is the only crime which a quibbling, hair-splitting code of laws does not protect.

Just as we are going to press we have had a called-in 10\$ note—"No. 072,623, Serie C"—placed in our hands which, although duly cancelled, has again found its way into circulation. The cancellation is somewhat faint and would pass detection in a large package of notes. Of course this note never found its way into circulation honestly.

At the conclusion of the ceremony of conferring letters of liberty on some sixty slaves at the municipal hall on the 7th instant, the Emperor is credited with two words of encouragement, which reflect more credit on His Majesty's heart than on his head. First addressing the aldermen, he said: *não esmoreçam*, literally "don't despond," and then on leaving the room he added simply, *prosigam*, "continue." We can not entertain the slightest doubt as to the pleasure which His Majesty derives from these spectacles of conferring liberty on slaves, nor can we believe that he would not experience profound satisfaction at the immediate total extinction of the institution

of slavery itself. But all this, we submit, is totally inadequate to meet the vital issues of this question. If His Majesty were to spill a peck of sand on the floor and had to clean it all up, we doubt very much whether he would content himself with picking it up grain by grain, and were we to try a "*não esmoreçam*" on him during such a task we doubt very much whether he would consider it the proper kind of encouragement to offer. And after he had gathered up some three or four hundred grains, suppose we were to try a little more encouragement of the same kind, by telling him to "continue"? His Majesty would unquestionably feel that he had an endless job on hand, and that his friends were playing a sorry joke on him by advising him not to despond and to continue the infinitely petty task of picking up a peck of sand grain by grain. Now, Brazil has about a million of slaves and the country has undertaken to liberate them in very much the same way. Man by man, the liberation of such a number is a gigantic task, and in some respects an endless one, for death will break their bonds long before this halting, snail-paced process can reach them. It is very much like the task of picking up a peck of sand grain by grain, and just about as sensible. And it is not only a waste of time, but it is a needless waste of effort and capital, a task whose cost is immeasurably increased by the time consumed in carrying it out, and the arrested development of the country. And notwithstanding all this, His Majesty has no better encouragement to offer than "don't despond!" We understand, of course, that these words were addressed to the aldermen of this city, and refer specifically to the effort to emancipate the slaves within its limits. But in this respect there is even less occasion for it than in the other. This city has a slave population of about 40,000, which implies a task for emancipation of no slight magnitude. But there is not one single obstacle to the importation of 40,000 or 100,000 more, and the general government has refused to permit the municipal council to enact a prohibition to that effect. There is not a single legal obstacle to the importation of two slaves for the liberation of every one by the municipal subscription fund, nor is there anything to prevent such importation as long as slavery exists in Brazil. Practically speaking, the municipal council have not only undertaken to emancipate all the slaves in the capital, but all the slaves in Brazil whose masters may see fit to bring them to this market. Had a prohibition been put upon the importation of slaves into the municipality at the time this emancipation movement was inaugurated, then the task undertaken would have been definite and reasonable. But for this city to undertake the liberation of an indefinite number of slaves, is one of the crowning follies of one of the most Quixotic enterprises into which an intelligent people ever entered.

On January 30th, 1877, a five years' contract was celebrated between the imperial government and Mr. Joseph Hancox for the rain water drainage of this city, the plans and specifications for the same to be furnished by the government. Soon after these works were begun the municipal council of the city passed an ordinance forbidding all street excavations within the city limits from the beginning of December to the end of March, which prohibition resulted most prejudicially to the contractor who was thus compelled to suspend all work for one-third of the year. Another obstacle encountered was the failure of the government engineers to furnish the plans and specifications promptly. At the termination of the five years the works were far

from finished, and even then the plans had not all been handed in. The contractor had a large quantity of material on hand, and the payments due him for the work finished and accepted were months in arrears. Being thoroughly tired of the delays and annoyances connected with the work, he then proposed to have the government take over the material on hand and release him from the execution of the contract. Technically he was then free from all obligations under this contract, as the time for its execution had expired, and the government alone had failed to meet its requirements. Practically, however, he was not free to withdraw, because of his stores of material for the work and his surety deposit in the national treasury. After much negotiation and delay they entered into a new contract for the completion of the works, to which were added certain works in the suburbs not specified in the original agreement. Under this contract Mr. Hancox has been pushing the works as rapidly as possible, and in strict accordance with the plans and instructions of the government engineers. It appears, however, that the authorities have not been working on a definite, well-matured plan, and the result is that the drains have been put down here and there by piecemeal so that now, when it is discovered that the original appropriation is exhausted, the originally specified works for the city proper stand uncompleted. And the consequence is that an order to suspend work was issued a few days ago, and the minister declines to ask an appropriation to finish the contract. The government does not seem to understand that this is an arbitrary breach of a contract, under which the contractor has accumulated materials for the completion of certain specified works, nor does it seem to see that these delays are compelling Mr. Hancox to incur expenses with staff and material which are clearly unjust. If the government does not propose to complete these specified works, then it is under every obligation to take over the contractor's stores and to indemnify him for his losses. It, however, the works are to be finished, then there should be an end to these expensive delays.

This question of contracts between the government and individuals is becoming one of grave importance, for it is not only occasioning frequent and unjustifiable losses to private parties but it is seriously injuring the credit of the nation. When a government has reached a point where its London bankers are compelled to write warning letters and the representative of a foreign government is compelled to ask for the satisfaction of a formal, imperial agreement, then it is certainly full time to stop. We are well aware that expenditures have far outstripped receipts, and that the revenues of the treasury are totally inadequate to meet its obligations, but this is no excuse whatever for the breaking of contracts. Economies are urgently necessary, of course; but let them be in undertakings not covered by contracts. The government formally agreed to pay Messrs. Waring Brothers £70,000 for the recision of a railway contract. We agree that the amount is too large, but the minister was fully empowered to come to an agreement on that point, which was to the effect that £70,000 should be paid for surveys and indemnities. If there was any corrupt bargain, as some are assuming, then a parliamentary or judicial investigation should be held; but this, we are inclined to think, is just what no one cares for. Whether the British minister, or the Rothschilds, were warranted in interfering, is not a question for discussion; it is rather the occasion or necessity for such interference that should claim attention. All this talk about diplomatic discourtesy is

mere dust-throwing. Then there are the other questions connected with the suspension of the D. Pedro I railway, and of the Hancox contract, and the many other enterprises which are now awaiting settlement. The economies required may be made in the suspension of the state railway extensions, the great sanitary works now advocated, the useless expenditures on immigration, and in the salaries paid to officials who render little or no service to the state. Then too, a little thoughtful attention should be given to the opinion of foreign contractors and companies which appears to be held at the department of agriculture. It is claimed that the grantees of railways enjoy so many opportunities for altering documents relating to expenditures that the government can not properly fiscalize them. This is a very serious charge to be made in a public report. When it is considered how many different companies and capitalists are interested in Brazilian enterprises, and how many of them are of unquestioned integrity, it becomes evident that the minister is condemning all for the faults of the few. And if a few speculators have secured some of these concessions, whose fault is it? Every one knows something of the history of these concessions, how they were first granted to Brazilians, and then how they were hurried upon the London market until they could not even be given away. And when Brazilians were able to realize such sums as that obtained by Gen. Couto Magalhães for the Rio and Minas concession—which is said to have been £100,000—then there are other good causes for complaint besides those now indulged in at the department of agriculture.

THE question of extending commercial relations between Brazil and the United States is one of great and increasing importance and is therefore a matter which can not fail to attract the thoughtful attention of both countries. It is not merely a question of present commercial profit and advantage, but one of future political relationship. It is therefore a matter of prime importance to both countries that no judicious effort should be spared to strengthen the ties between them and to develop that better commercial intercourse in the present which will become the medium of the inevitable social and political relationship of the future. It may be that this relationship is not now clearly foreseen in either country, and it is certain that it is not the unanimous desire in Brazil; but at the same time it is as unavoidable as was the influence of the American revolution on the destinies of France, Spain and the Spanish colonies of the American continent. Notwithstanding all this, however, we can not join those of our contemporaries in the United States who are so bitterly lamenting the defeat of the foreign mail subsidy bill in Congress. Steamship lines can and will do much to develop commercial intercourse between the two countries, and they should therefore be treated with the greatest liberality; but that they are prime requisites and, as such, entitled to subsidies from the public treasury, we are not quite prepared to admit. There is on record one conspicuous illustration of this point—that of the heavily subsidized Garrison line. As long as the subsidy continued the service was kept up, but the moment it was suspended the steamers stopped running. If the subsidy was merely intended to establish the service, to aid the enterprise while the trade between the two countries was being developed, then it signally failed to accomplish its purpose. In our opinion this Garrison enterprise clearly established one fact—that a subsidized mail steamship service between Brazil and the United States is not a prime

requisite. We have now been having a partially subsidized service, at times a little irregular, for several years, and with what result? There has been a slight increase in the aggregate imports from the United States, which represents manufactured goods, while the exports to that country, which are not affected by this steamship line, have been largely increased. The trade balance against the United States has therefore been increasing, instead of diminishing. Besides this, there has been a decided falling off in the imports of flour from the United States, which is a proof that Brazil is transferring her custom to other countries. In view of these facts, our American colleagues should lose no time in revising their opinions on this question of a subsidized steamship service, and in instituting investigations into other means of attaining the desired end. And in so doing, it may not be amiss to find an answer to this one question: What useful purpose can a subsidized steamship line serve in the development of a foreign trade which is in every other respect discouraged? Here in Brazil, as in every other foreign country, the merchants and manufacturers of the United States are compelled to meet the open competition of all other countries, and their chance of success is through the excellence and cheapness of their goods, and the means employed to place them upon the market. As long as it costs more to manufacture goods in the United States than in Great Britain, France and Germany, just so long will that country occupy a position of disadvantage in the consuming markets of the world. The first requisite is, therefore, that of reducing the cost of manufactured goods. And then, even were American goods as cheap, the absence of American merchants in these foreign markets and the absence of American capital in foreign enterprises, which often determines the direction of trade, would discriminate against them. A second requisite is, therefore, that of purely mercantile enterprise. When these two important requisites are satisfied, we are inclined to think that the supplementary one of ocean transportation will find a quick and easy solution.

## LEGISLATIVE NOTES.

September 2.—In the Senate Sr. Dantas defended Sr. Carneiro da Rocha's action in the Victoria and Natividade business, spoke of government railways, the delay in surveying lots for immigrants and apparent favoritism relative to certain provinces, against which he protested. The minister of agriculture in reply denied any purpose of charging evil intentions to Sr. Carneiro da Rocha, said the Victoria matter is of the same description as the Tripoti question and that the government had not yielded to diplomatic pressure. In the Chamber, Deputy Salles opposed the salt tax and all new taxes, for the government had not proved that all economy had been exercised. Deputy Ferreira Vianna did not consider the position terrifying, but salutary, for pain caused efforts for its cure; taxes are the only means of correcting the deficit and he finally proposed an expenditure of 80,000\$ with harbor and road improvements in Santa Catharina. Deputy Matta Machado put his question to the minister of foreign affairs as to diplomatic pressure in the Natividade business. The minister denied the pressure, saying the law could not destroy a contract, although the legislature might refuse funds for its execution, in which case negotiations on the basis of the concession should have been recommenced. Rothschilds had telegraphed and written him that Warings proposed to legally protest against the government for breach of contract and that the effect of this would be very disagreeable. The British minister on the eve of departure had called on him and expressed a desire to carry with him a solution of the question and on the 7th a note was received in which the minister demanded this settlement. This note, however, he did not consider as a pressure, nor as containing a threat. He replied that he would submit the matter to parliament, but previously to receipt of the note he had decided to apply for the necessary funds. Deputy Matta Machado declared himself satisfied.

September 3.—In the Senate Sr. Viriato de Medeiros, in a long and comprehensive speech, pretty well covered with criticisms the whole *relatório* of the department of agriculture. He said there was a chief of a sub-department who furnished official information to one journal in anticipation of others, that in Ceará ox-carts worked in competition with a government railway; he referred to the probable loss if the Norte railway is allowed to invade the zone of the D. Pedro II line and to the traffic in concessions by which fortunes of 800,000\$ and 1,000,000\$ had been made; he would have government make preliminary surveys to be paid by concessionaires, which was the only manner to stop thievery (*ladrocinhas*), and a corps of engineers should be formed to be paid only when on service. He bitterly attacked the department of telegraphs and considered the improvement of the Rio Grande bar hopeless. Efforts for immigration had been futile; the proper manner of action was to put Indians, negro and white natives to work. An attack was also made on the S. Paulo railway company and river improvements advocated and finally coffee expositions came in for their share of criticism. Senator Marinho Campos also spoke, referring to the Natividade business, to the D. Pedro I railway concession and those for central sugar factories. He said that some fiscal engineers were of proved incapacity or carelessness. The minister of agriculture replied to the preceding speaker, saying that the D. Pedro I business is not yet decided; as to central factories he was awaiting the expiration of periods for completion to declare the concessions lapsed. He had extended the time granted to such as were advanced towards completion, but had suspended the interest guarantee. In the Chamber Deputy Affonso Penna declared the necessity for new taxes was not proved. Deputy Araújo Góes defended provincial interests, particularly those of Bahia, and objected to stopping work on the government railways in that province.

September 4.—In the Senate Sr. Escagnolle Taunay was declared elected senator from Santa Catharina. Senator Affonso Celso referred to the minister of agriculture's opinion that as there was no chance of the Natividade railway ever paying 4 per cent. on its proposed capital, under the clause in the 1873 law, the concession would fall, and replied that while this clause was active before granting concessions, it was not so after. Were it otherwise all railway concessions with no exception, should have been cancelled for none have met the requirements of the law and this would have led to suits for losses and damages to pay which the state would have undoubtedly been condemned. He said in the present case legal action should have preceded diplomatic, and that the British minister's note should have been returned. He inquired whether the minister would be received here again, and was decidedly bellicose. He explained how the indemnity was fixed at £70,000. The minister of agriculture replied to Senator Medeiros' speech of yesterday, explaining various charges made and declared his opinion that under certain conditions he did not oppose private lines joining the D. Pedro II railway. The minister agreed with many of the views of the Senator. He then made a short reply to Sr. Affonso Celso. Senator Siqueira Mendes spoke on the advantages of river communication. Senator Lima Duarte opposed the government views on immigration, saying that so long as the recent occurrences in Santa Catharina were possible immigrants would not come here. He referred to the *catechism* of Indians, saying that with some exceptions they are enslaved and brutally treated. The minister replied. Senator Avila also made some remarks. In the Chamber Deputy Affonso Celso asked that a day and hour be marked for asking the premier what is the opinion of the government as to the civil status of slaves. The minister of finance and Deputy Alvim spoke on the budgets. The former produced figures to show how rapid had been the increase of expenditures: in 1870-71 these were 83,326,718\$, in 1884-85 they were 138,796,730\$; he also defended his scheme for withdrawing currency, stating that either this or a reduction of the legal par, was necessary. His idea as to lotteries was for a gradual reduction in their number; if they were immediately suppressed the people would speculate in foreign lotteries. Defending the proposed duty on salt, he read a table to show that jerked beef was brought from the River Plate at less freight than from Rio Grande. The proposed excise on alcoholic drinks was also defended by figures showing the product of such a tax in foreign countries. The impossibility of preventing the entry of falsified wines was touched on; the voyage of the *Amurante Barroso* and the serious difficulties met in manoeuvring the ironclads. "My duty," said the minister, "is to explain matters as I understand them, so that if the position of the Treasury does not improve, as I have already said, next year we shall be obliged to reduce what at present does not seem to be generally believed necessary." [A reduction in the par of exchange is clearly meant.—Eds. News.] Deputy Portella also spoke.

September 6.—In the Senate Sr. Silveira Martins made a forcible reply to Senator Medeiros. Sr. Franco de Sá was severe on the government in referring to the Natividade railway business. In the Chamber the session was occupied in the discussion of the credit asked by the minister of empire for sanitary improvements, Deputies Lourenço de Albuquerque, Mattoso Camara, Mascarenhas, Campos and Penido and the minister of empire speaking.

September 9.—In the Senate a very warm debate was brought about by Sr. Ignacio Martins, who charged the president of the province of Minas with an attempt at fraudulently arranging election returns. The rest of the session was occupied by Senator Viriato de Medeiros who touched on the greatest variety of subjects connected with the department of agriculture. In the chamber Deputy Affonso Celso made an interesting speech on the budget and Deputies Theodoro Machado and Candido de Oliveira also spoke.

September 10.—In the Senate Sr. Dantas made a sharp reply to certain observations of Senator Medeiros which he considered personal, and a far from edifying scene ensued. Senators Visconde de Paranaguá, Ignacio Martins and Taunay spoke on the department of agriculture budget, the latter criticising the immigration attempts in S. Paulo, where serfs not citizens are sought for. In the Chamber, after the minister of empire had defended his credit for sanitary reforms, Deputy Pereira da Silva spoke on the financial position, touching on protection, currency, etc.

September 11.—In the Senate there was no quorum, and in the Chamber the session was of no general interest.

—Upon Sr. Taunay taking his seat in the Senate flowers were cast upon him from the galleries. This is perhaps as great a novelty, as Senator Viriato de Medeiros asking for information as to whether a certain law had been nullified. A legislator who is not acquainted with the law, and a senator he-flowered are reserved for Brazil.

—A curious confession as to how much pressure is brought to bear on deputies is shown in the *Gazeta de Notícias* of the 6th, when our colleague expresses the greatest delight that Sr. Taunay has secured a life-interest in the legislature, for now he may express independent opinions.

—On the 1st ult. the *Tribunal da Relação* gave a decision in favor of the *Société Nouvelle des Forges et Chantiers de la Méditerranée*, which had brought suit against the national treasury for breach of contract in the matter of the new ironclads some two or three years ago. The amount of damages was not specified, but Senator Viriato de Medeiros stated in the Senate on the 13th that it would be over 2,000,000. The minister of justice, however, states that the government will "employ every recourse permitted by our laws to the end that the national treasury shall not be unjustly condemned to pay such an indemnity." The *Relação* sentence will probably be embargued.

## PROVINCIAL NOTES

—The Juiz de Fôra regional exposition was formally opened on the 12th inst.

—There were 261 deaths in Pará in July, of which 51 were from *beri-beri*, and 4 from yellow fever.

—The August receipts of the Santos custom house amounted to 818,180\$012, and those of the *mesa de rendas* to 136,419\$926.

—It is expected that the cotton crop in Alagoas this year will be good, as the plantations present a better appearance than for several years past.

—The August receipts of the Bahia custom house were: general 773,056\$339, and provincial 73,598\$732. The receipts of the *recedoria geral* were 28,162\$392.

—The central usine at Rio Branco, Minas Geraes, has recently shipped 150,000 kilogrammes of white crystallized sugar to this market, the first large shipment from that province.

—According to the monthly report of Mr. Albert Lofgren, of São Paulo, the average temperature at that place in August was 56 3/4° Fahr. The rainfall for the month amounted to 109.8 millimetres.

—The August receipts of the São Paulo postoffice amounted to 9,909\$160 for city, and 25,073\$880 for the rest of the province, against 8,878\$710 and 23,110\$420, respectively, in the same month of last year.

—The Italian bark *Luigia V.*, from Cadiz to Buenos Aires with a cargo of salt, was run ashore on the island of Fernando, one of the Fernando de Noronha group, on the 14th ult. The vessel had sprung a leak.

—A colony was recently founded about 15 kilometres from Curitiba, Paraná, under the name of "Núcleo Antonio Prado." The lands comprise 4,149,506 square metres, which are divided into 54 lots, with a site reserved for a school house and teacher's residence. This gives about 15,000 square *brasas* to each lot, or very nearly 18 acres. The cost of the land was 12 reis per square *brasa*, or 10\$032 per acre. The colony now contains 40 families, of 181 persons.

—The August receipts of the Pernambuco custom house were 689,073\$948, of the *recedoria* 38,797\$885, and of the *consulado* 111,608\$731. Of the *consulado* receipts 81,283\$490 were collected by the custom house.

—The Paulistas are looking forward to an imperial visit in October. It is anticipated that the Emperor will go to the Poços de Caldas on the 5th and 6th of October, after which he will make trips over all the railway lines of the province, visit Itá, and stop several days in the provincial capital.

—The two important commercial and industrial associations of Pernambuco have petitioned the cabinet and legislature for a suspension of the export duties on sugar. In view of the low price of this article (75 reis per kilo) and the large production, the sugar planters are threatened with ruin.

—By a sentence of 12th May last, the acting *juiz de direito* of Cuyabá, province of Mato Grosso, liberated 134 slaves on the ground that they were imported after the law of 7th November, 1831. The name of this judge is Dr. Antonio Augusto Rodrigues de Moraes. He evidently does not accept the doctrine that the Saraiá-Cotigape amnesty of last year suspends and supercedes the anti-slave trade act of 1831.

—On the morning of the 9th inst., it was discovered that the Pernambuco sub-treasury had been robbed, the safe having been opened by duplicate keys. The room where the robbery took place was on the first floor, and could be reached only by passing through three doors, each guarded by a sentinel. The amount taken was 793,000\$, of which a small part was in gold and silver. Two officials have since been suspended. A telegram on the 12th says that it is now believed that the robbery was simulated to conceal defalcations, and that the treasurer has been arrested by order of the minister of finance.

—The *Penha festa* at São Paulo on the 8th inst., seems to have been anything but a religious gathering. The attendance is estimated at from 11,000 to 15,000, which is a very large crowd for the place. There was a perfect frenzy of gambling, and a serious conflict with the police guard was occasioned by a gambling dispute. Then, too, there was not a little pocket-picking and sneak-thieving, and a great deal of drunken disorder. At night, in a rush for a train for the city, an English woman, named Maria Dillon, was crowded under the wheels and had her head crushed. Death was instantaneous. All things considered, the *Penha festa* this year was an event of which little that is creditable can be said. If better order can not be preserved, and better amusements furnished than gambling, it might be advisable to abolish the observance henceforth.

## RAILROAD NOTES

—The July traffic receipts of the Natal and Nova Cruz railway were 2,489\$770, and expenses 14,593\$177; deficit 12,103\$400.

—The tramway lines of the city of Buenos Aires carried 155,000 passengers during the first six months of the current year — at least, so says the *Buenos Aires Herald*.

—The June receipts of the São Paulo railway amounted to 331,718\$530, and the expenditures to 169,038\$650, leaving a balance of 162,679\$880. In addition to the expenditure reported, the company incurred eventual expenses to the amount of 55,239\$700.

—The *Correio Paulistano* says that the works on the Pirassununga branch of the Paulista railway are nearly completed as far as a place called Cachoeira. It is estimated that this branch will add about 50,000 bags of coffee to the traffic of that line.

—The minister of agriculture is proposing to change the gauge of the Dom Pedro II railway beyond Entre Rios, altering the track from the broad to a metre gauge. Economy in running expenses is given as the reason. The length of track to be changed (Entre Rios to Lafayette) is 264.6 kilometres.

—An exchange publishes the following:—Berlin papers copy from the *Germania* the account of an important discovery in glass manufacture made by Friedrich Siemens, of Dresden [using glass for rails]. He has succeeded in casting glass in the same way as metal is cast, and obtained an article corresponding to cast metal. This cast glass is hard, not dearer in production than cast iron, but has the advantage of transparency, so that all flaws can be detected before it is applied to practical use. It will be much less exposed to injury from atmospheric influences than iron. The process of production is not difficult, the chief feature being rapid cooling. The hardness and resisting power of this glass are so great that experiments are being just now carried out at the Siemens glass foundry at Dresden with the purpose of ascertaining whether the material could be employed for rails on railways.

—The Dous Corregos section of the Jahú branch of the S. Carlos do Pinhal railway, São Paulo, was formally opened to traffic on the 7th.

—The July receipts of the Paulista line amounted to 172,704\$190, and the expenditures to 91,301\$610, leaving a surplus of 81,402\$580.

—The average passenger on the Dom Pedro II railway is estimated to weigh 70 kilogrammes, or 541 pounds. This is certainly an extraordinary estimate!

—The fiscal engineer has given his approval to the plans and estimates of the São Paulo railway for a passenger station at Jundiahy. The cost is estimated at 83,199\$540, which is to be carried to account of working expenses.

## LOCAL NOTES

—On the 7th the 64th anniversary of the independence of the Empire was duly celebrated. The Nuncio addressed the Emperor as *doyen* of the diplomatic corps.

—A domestic quarrel has occurred acent the Emperor's remark to the aldermen. One of us insists that *Não emoreçam* means "Don't let up," while another says that it signifies "Stand on your hand." Pity the Emperor did not speak English.

—The minister of agriculture has declared lapsed all the unfulfilled concessions for central usines granted to the North Brazilian Sugar Factories, the Central Sugar Factories of Brazil and the Bahia Central Sugar Factories companies.

—What's the matter at the post office? The French mails were received on the evening of the 8th, but were not distributed until noon of the following day! If the postal employés keep on, they will soon want a whole week to handle a bag of mail. Even now they want 24 hours to advise a person that as *hort-paid* letter is awaiting his orders.

—A letter was recently received at this office by way of England in just 26 days from New York. This is exceptionally good time and is as quick as anything now received by the direct mails. We are glad to note that the United States postal authorities are now sending Brazilian mails by way of Europe, which is a great improvement on the former practice of retaining everything for the direct steamers.

—The business hitherto carried on by Messrs. Yarrow Hett & Co. has been transferred to and amalgamated with that of Messrs. Wilson Smos & Co., Limited, of London, Rio de Janeiro, etc., and will in future be conducted in Montevideo under the name of the latter firm, Messrs. Green and Johnson continuing as managers of the agency here in Buenos Aires, under the new style of the firm.—*Buenos Aires Herald*.

—Our esteemed colleague the *Diário de Notícias* says a curious incident happened on the anniversary of Brazilian independence at the municipal chamber. The Princess Imperial was delivering their free papers to the slaves emancipated, when two young white men, properly dressed, appeared: "Where are the freedmen?" asked the Princess. "They are these," replied Visconde de Santa Cruz, pointing to the white hals. The amazement of the future Empress of Brazil may be imagined.

—The actor Garnier, of the Sarah Bernhardt troupe, at Buenos Aires, has sent a challenge by cable to Henri Rochefort, Paris, for injurious reflections on his conduct in the Bernhardt-Noirmont scandal in this city. Why not fight by cable as well? The amusing part of the matter is that Garnier expects Rochefort to hold himself at his disposition until his return, which may be over a year hence. There is becoming a tremendous necessity for the "fool killer" in some parts of this little world!

—We omitted to note in our last issue the death of the Conde de Mesquita, known as one of the richest men in this city. He was a natural son of the Conde de Bonfim, whose wealth he inherited. He was one of the largest landholders in the city, but made so little good use of it that his wealth was of no real advantage to the municipality. He gave liberally to a few charities, however, and enjoyed the reputation of being a philanthropist. He was unmarried, but leaves a number of children legally recognized as his heirs.

—Prince Augusto Leopoldo was present in New York at the opening of the Pedro Segundo American Direct Telegraph and Cable Company, accompanied by a number of the officers of the *Brazero* and others. He said, in answer to some inquiries:

"The government lines in Brazil are the finest ever built. We don't use wooden telegraph poles, for the wires are strung on iron pillars, and the service is thoroughly reliable. The lines extend along the entire coast of Brazil, and connect all the cities of the country with the United States and Europe. They are inspected throughout their entire length every twenty-four hours."—*Exchange*. The Prince is quite right about the iron poles. In Paraná, where wood is so cheap and plentiful, imported iron poles were carried hundreds of miles into the interior, over mountains, and through forests, at an enormous expense. As to inspection and reliability, the Prince is—let us say the least—more patriotic than correct. Senator Viriato de Medeiros' speech of the 3rd inst. will give him useful information on this subject.

—The British gunboat *Frolic* left for Montevideo on the 8th inst.

—The government has at last found a purchaser for its Paquequer plantation.

—There were 844 immigrants received at the Ilha das Flores *hospedaria* during the past month.

—According to late advices Dictator Santos, of Uruguay, seems to have quite recovered from his wound.

—By decree dated 4th inst. the London & Brazilian Bank, Limited, was authorized to establish a branch at Pelotas, Rio Grande do Sul.

—The government has paid the Companhia Nacional the sum of 32,103\$340 for the transportation of immigrants to southern ports during the months March to June last.

—The police seem to be on the track of a great false will fraud. Two experts, notaries, have declared that were not the will attested by a colleague they would declare the signature false.

—To check abuses practiced in the supply of revenue stamps to persons authorized to sell them, the minister of finance orders that the commission allowed shall not exceed 5% after the 1st proximo.

—The *distincto industrial* who prints his effusion in *O Paiz* of the 6th just completely covers every possible point as to the finances and economic position of the empire. What a pity it is he did not sign his article.

—There were 775 deaths in this city during August, or an average of 25 a day, which is equivalent to an annual average of 27 1/2 per thousand. There were 126 deaths from consumption, 2 from yellow fever and 4 from *beri-beri*.

—A daily colleague on the 8th considers it funny that the minister of finance should have ordered the coining of 500,000\$ in gold at London. Dr. Solbary being occupied in coining indifferent stamps, what was the minister to do?

—The new gas company publishes in the *Jornal* of the 5th a table of rates for gas at all the exchange rates from 20 to 27 1/2. The price varies from 246.7 reis per cubic metre at the first rate, to 210 reis at 27 1/2 — the par of exchange.

—The Barão de Capuena has concluded a telegraphic convention with Uruguay and the Argentine Republic, by which the service between all points in the two countries is direct, thus dispensing with the break in the transmission of messages at the frontier.

—We are informed that Bishop Granbery will preach at the Methodist Church on Friday evening next, at 7:30 o'clock, and on Sunday the 19th at 11:30 a.m. As Bishop Granbery returns to the United States in the next American steamer, these will be his last sermons in Brazil.

—The inauguration services of the new church edifice of the Methodist Episcopal mission in this city, took place on the 5th inst., Bishop Granbery officiating at the English service at midday. There were Portuguese services in the morning and evening. The new church building is not large, but it is incontestably the best appearing and best built church in city. The society is somewhat in debt for the building, and it is not to be formally dedicated until this debt is extinguished.

—It is interesting to note that the charge made by Senator Viriato de Medeiros on the 3rd that a prominent official in the department of agriculture was accustomed to furnish information to one of the daily papers, drew a formal answer from the *Jornal* on the 4th. Curiously enough, however, the *Jornal* failed to dispute the charge. This anomalous arrangement has long been a just source of complaint, because it enables the *Jornal* to publish important official news before it is obtainable by its colleagues, and even in advance of the official papers.

—It is to be regretted that Dr. Ladislao Netto will not let the Phœnicians and Hiram of Tyre rest. He made a very sad exposure of himself a few years ago by permitting a home-made inscription to be palmed off upon him and then writing a learned article upon it. Since then he has repeatedly come to the front with explanations, but somehow the joke will not be laid. If the Dr. will let the Phœnicians rest and devote his attention to the Guarays, he will probably get as near the aboriginal inhabitants of Brazil as the facts in his possession will warrant.

—A popular meeting was held in this city on the 7th by the republicans to protest against the action of the government in the Victoria and Natividade railway question. There were repeated denunciations of the indemnity which the government agreed to pay Messrs. Waring Brothers, protests against the credit now asked, and vigorous remonstrances against the action of the British government in the matter; but, strangely as it may appear, there was not one voice raised against the breach of contract with the railway contractors, nor one voice in favor of the honest observance of all official contracts with private individuals. And yet, these gentlemen call themselves republicans!



11	Antwerp	Gr str	Berlin	.....	4.85
11	Havre	Fr str	Ville de Maceid	.....	4.55
<i>Elsewhere :</i>					
Sept, 10	River Plate	Fr str	Gironde	.....	3.95

Receipts for the past ten days have averaged 8,557 bags per day, against 11,550 bags for the preceding twelve days.

The daily average since the 1st inst. has been:

against	8,567 bags	to 1885
"	16,572 "	" 1884
"	16,572 "	" 1883
"	21,505 "	" 1882
"	16,653 "	" 1881
"	16,743 "	" 1880

Brokers' quotations this morning were:

	per 10 kilos.	per arroba
Washed.....	4560—5586	68400—88600
Superior.....	nominal	nominal
Good first.....	5 110—5 240	7 500—7 700
Regular first.....	4 830—4 970	7 100—7 300
Ordinary first.....	4 560—4 770	6 700—7 000
Good second.....	4 150—4 360	6 100—6 400
Ordinary second.....	3 750—4 020	5 500—5 900
Capitania.....	nominal	nominal
Escaloha.....	2 550—2 850	3 800—4 200

Stock was this morning reported to be 143,000 bags although it is well understood that there are not 50,000 bags of available stock in the market.

Vessels loading and to load.

	bags
New York Br str <i>St. Mark</i> .....	27,000
Baltimore Amer lug <i>Adda J. Bonner</i> .....	18,000
New Orleans Br str <i>Nasmyth</i> .....	18,000
Galveston Nor bk <i>Nichols H. Knudsen</i> .....	1,300
London Br str <i>Leibnitz</i> .....	3,000
Antwerp Br str <i>Leibnitz</i> .....	3,000
Hamburg Gr str <i>Carl Wernmann</i> .....	4,000
do <i>Carl</i> .....	4,000
Trieste Br str <i>Koneth</i> .....	9,000
do <i>Cenno Br str Pae Brauch</i> .....	6,500
Marseilles and Genoa Ital str <i>Matteo Branzo</i> .....	14,000
Cape Town Gr bk <i>Johan Carl</i> .....	3,100
Port Elizabeth Nor bk <i>Norden</i> .....	5,000

#### DAILY RECEIPTS AND SALES OF COFFEE AT RIO DE JANEIRO.

	Receipts	Sales	Stock	Shipments	Average price	Exchange on London	Freight per steamer
Sept. 4	10,855	5,450	10,855	10,855	10,855	10,855	10,855
Sept. 5	8,603	9,323	8,603	8,603	8,603	8,603	8,603
Sept. 6	9,023	10,244	9,023	9,023	9,023	9,023	9,023
Sept. 7	6,580	10,244	6,580	6,580	6,580	6,580	6,580
Sept. 8	11,417	8,973	11,417	11,417	11,417	11,417	11,417
Sept. 9	8,447	8,447	8,447	8,447	8,447	8,447	8,447
Sept. 10	8,447	8,447	8,447	8,447	8,447	8,447	8,447
Sept. 11	8,447	8,447	8,447	8,447	8,447	8,447	8,447
Sept. 12	8,447	8,447	8,447	8,447	8,447	8,447	8,447
Sept. 13	8,447	8,447	8,447	8,447	8,447	8,447	8,447

Sept. 4. Receipts: 10,855 bags. Sales: 5,450 bags. Stock: 10,855 bags. Shipments: 10,855 bags. Average price: 10,855. Exchange on London: 10,855. Freight per steamer: 10,855.

Sept. 5. Receipts: 8,603 bags. Sales: 9,323 bags. Stock: 8,603 bags. Shipments: 8,603 bags. Average price: 8,603. Exchange on London: 8,603. Freight per steamer: 8,603.

Sept. 6. Receipts: 9,023 bags. Sales: 10,244 bags. Stock: 9,023 bags. Shipments: 9,023 bags. Average price: 9,023. Exchange on London: 9,023. Freight per steamer: 9,023.

Sept. 7. Receipts: 6,580 bags. Sales: 10,244 bags. Stock: 6,580 bags. Shipments: 6,580 bags. Average price: 6,580. Exchange on London: 6,580. Freight per steamer: 6,580.

Sept. 8. Receipts: 11,417 bags. Sales: 8,973 bags. Stock: 11,417 bags. Shipments: 11,417 bags. Average price: 11,417. Exchange on London: 11,417. Freight per steamer: 11,417.

Sept. 9. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 10. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 11. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 12. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 13. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 14. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 15. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 16. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

Sept. 17. Receipts: 8,447 bags. Sales: 8,447 bags. Stock: 8,447 bags. Shipments: 8,447 bags. Average price: 8,447. Exchange on London: 8,447. Freight per steamer: 8,447.

#### Imports.

The markets have been quiet and we have but little to report. Flour is reported to have shown some movement, but the greater part of our receipts are for dealers' account, and the same may be said of pine, of which receipts have been few. Kerosene is still reported flat and Lard is weak. Flour.—Receipts since our last have been:

Hornet from Richmond:	4,673 brls.
Dunlop.....	527 "
McCance.....	1,736 "
Coronet.....	5,300 brls.

I. W. Parker do:	2,469 brls.
Haxall.....	1,731 "
Crenshaw.....	300 "
Clart.....	95 "
Roschud.....	4,595 "

Adda J. Bonner from Baltimore:	9,000 brls.
Castilla.....	1,736 "
Harper & Perry.....	4,766 "

Annandale from United States:	1,500 brls.
Noblesse.....	1,500 "
Alcantara.....	1,500 "
Castilla.....	1,500 "
Al. Vernon.....	1,500 "
Harper's Ferry.....	675 "
Codomo.....	500 "
Jewell.....	500 "
Kadlone.....	500 "
Silver Spring.....	500 "
Buda.....	333 "

Sales and withdrawals for the same period are about 15,000 brls, and stock in first hands is estimated to be:

27,300 brls. American	300 "
1,000 "	River Plate
28,300 brls.	

Brokers report the market fairly active at the following quotations:

Trieste.....	17,800—17,800
Richmond 1st.....	17,000—17,500
do 2nd.....	16,250—16,500
Baltimore 1st.....	16,250—17,000
do 2nd.....	15,500—16,000
Western & Ind.....	16,000—17,000
Chili.....	nominal
River Plate.....	15,500—16,000
New Zealand.....	nominal

Pitch Pine.—Receipts are 47,275 feet per *Venice* from Pensacola and 24,519 feet per *M. B. Miller* from Sutila River, both of which cargoes are reported to be on order. Brokers quote the market flat at 365,000 per dozen.

White Pine.—No receipts and the market is weak. We may quote nominally at 100 1/2 per foot.

Spruce Pine.—Nothing whatever to report.

Swedish Pine.—Receipts have been 60 doz. per *Freidig*, 1,197 doz. per *Pulander* and 665 doz. per *Garibaldi*. The first was sold at 345,000 per doz. for red and 335,000 per doz. for white deal; the second is on order and the third was sold on private terms. Brokers quote red deals at 345,000—375,000 and white at 315,000—325,000 per doz. as to quality, market flat.

Kerosene.—None arrived, but the market is still flat, nominal quotations are 68,000 per case, in lots.

Lard.—Receipts are 100 kegs per *Adda J. Bonner* and 2,000 per *Annandale*, from United States. Brokers report the market very quiet and weak at 360 rs. per lb. for invoices.

Rosin.—The *Adda J. Bonner* brought 450 brls and the *Annandale* 45, from the United States. There is no change in quotations.

Turpentine.—Receipts are 100 cases per *Annandale*. The article is now almost entirely imported for dealers' account.

Indian Corn.—Receipts of River Plate white are: 5,636 bags per *Parangund*, 6,570 " *Keeln*, 500 " *Savergal*, 795 " *Aloudego*, 1,000 " *Caxton*, 2,190 " *Darabai*, 7,870 " *Bertha*.

Beans.—Receipts since our last are 3,400 bags from River Plate. We may continue quotations at 28,500—28,500 per bag.

Codfish.—The *Union* from Paschipe brought 2,638 tubs to dealers. The market is very flat under advice of a large catch of Canadian fish and quotations here are nearly nominal. We may quote C. R. C. at 235,000—245,000 and other marks at 155,000—225,000 per tub.

Hay.—Receipts are 3,690 bales per *Elizabeth*. Dealers and contractors receive all, or nearly all, of this article.

Cow.—Receipts have been: 925 tons per *Sawadrop* from Ayr, 381 " *Jane Kilgour* from Leith, 1,000 " *Buenos Aires* from Newport, 2,436 " *Struan* from Liverpool, 2,025 " *Stewart Freeman* from Cardiff.

Cement.—The *Countess of Devon* brought 1,490 casks from Marseilles. Brokers make no change in quotations.

Rice.—There are no receipts since our last, but the stock is very large, and brokers report the market flat at about 825,000 per bag in lots.

#### RIO GRANDE DO SUL.

From Messrs. Thomson & Co.'s Market Report, dated August 31st.

Hides.—The total exports of salted hides this season (including the Matadero hides, shipped by Messrs. Villa Clausen & Co.) amount to:

Total.....	277,000
Exports since 1st January up to date:	
Europe.....	357,822
United States.....	363,728

\* 2 days.  
† 3 days

#### SANTOS.

From Messrs. John Bradshaw & Co.'s Market Report, dated 1st September.

COFFEE.—During the first half of the past month our market ruled quiet, although a better tone was imparted to it after the favorable result of the Dutch auction became known, developing into an advance in prices. The market closes firm in consequence of better advices from abroad, good demand from Europe, a temporary decrease in receipts which is expected to occur owing to the late heavy rains and small stock available for export, out of which it is very difficult to obtain nice selections. Receipts have averaged 5,446 bags, against 4,326 bags in 1885 and 3,071 bags in 1884; since 1st July they reach 230,244 bags, against 246,164 bags in 1885 and 198,374 bags in 1884. Sales during the month: United States 8,000 bags, Europe 149,000, Rio and coastwise 951 total 157,095 bags. Stocks are to-day 67,000 bags in first hands, against 65,000 bags last month, and 15,000 bags in second hands.

The clearances have been:

United States:	bags.
New York.....	13,367
New Orleans.....	566
Europe:	
Have.....	29,381
Antwerp.....	23,043
Hamburg.....	27,347
Bremen.....	1,328
England.....	5,568
Bordeaux.....	250
Trieste.....	15,850
Venice.....	500
Leghorn.....	250
Genoa.....	237
Portugal.....	5
Rio and coast.....	95
Total.....	117,759

ARRIVALS OF FOREIGN VESSELS.

Leghorn.....	250	
Genoa.....	237	
Portugal.....	5	117.75
Rio and const.....		9



## Shipping.

**THOMAS NORTON'S**  
OLD REGULAR LINE OF SAILING PACKETS  
BETWEEN THE  
UNITED STATES AND BRAZIL PORTS  
Established in 1865  
Loading Berth: Covered Pier No. 17, East River.  
For Freight and General information apply to  
**Thomas Norton,**  
104 Wall St., New-York.

## Insurance.

**GUARDIAN FIRE AND LIFE**  
INSURANCE CO.  
Agents in Rio de Janeiro  
**Smith & Youle.**  
No. 67, Rua 1<sup>a</sup> de Março.

**LONDON AND LANCASHIRE FIRE**  
INSURANCE Co.  
Agents in Rio de Janeiro  
**Watson Ritchie & Co**  
No. 75, Rua de Theophilo Ottoni

## PHENIX FIRE OFFICE.

Established 1782  
Agent in Rio de Janeiro  
**E. W. May,**  
RUA DO GENERAL CAMARA No. 2,  
Corner of Rua Visconde de Itaboraity.

## HOME AND COLONIAL MARINE

INSURANCE Co.  
Agents for the Empire of Brazil  
**Norton, Megaw & Co.**  
No. 82, Rua 1<sup>a</sup> de Março, Rio de Janeiro.

## THE MARINE INSURANCE COMPANY LIMITED.

Capital..... £1,000,000 sterling  
Reserve fund... £ 430,000 "  
Agent in Rio de Janeiro  
**E. W. May,**  
RUA DO GENERAL CAMARA No. 2,  
Corner of Rua do Visconde de Itaboraity.

## COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON.

**FIRE AND MARINE.**  
Fire Risks  
Authorized 1870  
Marine Risks  
Authorized 1884.  
Agents for the Empire of Brazil  
**Wilson Sons & Co. Limited.**  
No. 2 Praça das Marinhãs.

## ROYAL INSURANCE COMPANY,

LONDON AND LIVERPOOL.  
Capital..... £2,000,000  
Accumulated Funds... £3,245,104  
Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.  
**John Moore & Co. agents.**  
(Agents for Lloyd's) No. 8, Rua da Candelaria

## BRITISH &amp; FOREIGN MARINE

INSURANCE COMPANY, LIM'D.  
Capital..... £1,000,000 sterling  
Agents in Rio de Janeiro  
**Swanwick & Gordon,**  
39, Rua General Camara. Telephone No. 427.

## NORWICH UNION

FIRE INSURANCE SOCIETY.  
Established 1797  
Losses paid..... £3,500,000  
Agents in Rio de Janeiro  
**Swanwick & Gordon,**  
39, Rua General Camara. Telephone No. 427.

## Steamships.

**LIVERPOOL, BRAZIL AND RIVER**  
PLATE MAIL STEAMERS.  
UNDER CONTRACT WITH THE  
BELGIAN AND BRAZILIAN  
GOVERNMENTS.

## September Departures:

**To New York:**  
(Every Saturday)  
*Tycho Brahe*..... Sept. 4th  
*Duanti* (Loading in Santos) .. 11th  
*Plate* do do .. 18th  
*Sirna*..... 25th  
*Holbein* (Extra) (Loading in Santos) .. 18th  
*Humboldt* do do .. 25th

## To Southampton:

*Leinitz* Belgian mail..... Sept. 15th  
*Hevelius* do do .. 29th  
*Darwin* London..... 5th  
*Caxton* Antwerp and Liverpool .. 5th

## For Other Ports:

*Euclid* River Plate ..... Sept. 2nd  
*Namuth* New Orleans..... 15th  
*Teniers* River Plate..... 17th

## To Rio Grande Ports:

*Canary*..... Every  
*Chatham*..... Wednesday  
*or Canary*.....

## LAMPORT &amp; HOLT,

21, Water Street, Liverpool  
**ARTHUR HOLLAND & Co.,**  
17, Leadenhall Street, London  
For freight and passages apply to  
Agents:—NORTON, MEGAW & Co  
No. 82, Rua 1<sup>a</sup> de Março  
Broker:—Sjægt Sveriges  
Rua 1<sup>a</sup> de Março No. 35

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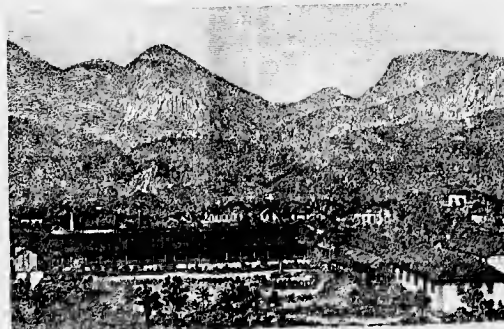
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The policy adopted by THE NEWS at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy THE NEWS has been successful even beyond all expectation.

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